

MEETING SUMMARY

SR 3 Route Development Plan Stakeholder Orientation March 10, 2004, 6:00 PM
Breadablick Elementary School Library

ATTENDEES

Name	Representing
Scott Murphy	Kitsap County Public Works
Lyn Damschen	Edgewater Beach Community Club
Ed Johanson	Kitsap Memorial State Park
Timothy Witten	Squeaky Wheels Bike Club
Don Chase	Kitsap Consolidated Housing Authority
Mike Merrill	Kitsap County Sheriff Department
Jeff Cowan	Poulsbo Fire Department
Steve Hill	Hill Moving Services
Ron Mead	Washington State Patrol
Kathleen McMullen	Puget Sound Regional Council
Ted Labbe	Port Gamble S'Klallam Tribe
Frank Lane	West Sounders Cycle Club
Darryl Piercy	Kitsap Transit
Mark Philiposian	Citizen
Heather Philiposian	Citizen
Kelly Woodward	Olympic College
Tom Washington	WSDOT Urban Planning Office, Puget Sound Regional Council
Joyce Komac	WSDOT Olympic Region Maintenance

STUDY TEAM

Lynn Hakes	Project Manager, WSDOT
Vicki Steigner	WSDOT
John Donahue	WSDOT

SUMMARY

INTRODUCTION

The SR 3 Route Development Plan stakeholder orientation meeting was held on March 10, 2004, at 6:00 PM in the Breadablick Elementary School library. Lynn Hakes, Project Manager, introduced herself and the other members of the WSDOT study team. The stakeholders introduced themselves and explained their interests regarding the study.

Lynn explained the study, an eight-month process, will involve the public in two ways. Three public meetings are planned during which WSDOT will share information and take

comments, ideas and suggestions about SR 3 from SR 305 to SR 104 at the Hood Canal Bridge. The stakeholders, through a series of five meetings, will work closely with WSDOT staff to examine the input gathered from the public meetings and their own ideas to create a vision for the route, and to prioritize the issues and solutions for the route.

STUDY PURPOSE

The purpose of the study is to develop a vision of how SR 3 will look and function in the year 2030, and what types of projects, activities or coordination will be necessary to support that vision. The study is the first step in how WSDOT establishes projects to compete for funding in the future.

Another purpose of the RDP is to provide a coordinated planning opportunity between WSDOT and the affected jurisdictions. Also, the RDP will communicate to others needing access to the highway, such as developers, businesses and adjacent property owners, what the department's intentions are for the future along the route.

STUDY LOCATION AND FEATURES

The limits of the study will be SR 3 between the SR 305 interchange and SR 104 at the Hood Canal Bridge. The highway is a primary arterial, an important commuter and freight route to and from the Olympic Peninsula. It is a two lane highway where people expect to travel at relatively high speeds. It is also a part of the National Highway System, meaning that the military recognizes it as important to national security.

The highway carries a significant amount of through traffic, and has several major intersections where entering and exiting traffic causes conflicts and delays for those traveling on SR 3. There are also private and business accesses in some areas. WSDOT has designated this segment of highway as access classification 2, meaning the goal is to have no more than eight accesses per mile to support the mobility of the through traffic. The route currently has one traffic signal at the intersection of SR 104.

WSDOT has one project currently scheduled for this segment of SR 3. It is a pavement overlay project through the WSDOT's preservation program. The resurfacing will not result in widening of the highway. The existing guardrail will be upgraded. There will also be some curbing added near a business at Tytler Road.

ENVIRONMENTAL

There are five culverts that have been recognized as fish passage barriers on this segment of highway. One of those culverts, the one that conveys Spring Creek, prioritizes high enough to be included in WSDOT's six-year program for fish passage barrier removal, and funding has been requested for the 2005-2007 biennium.

WSDOT staff is aware of several environmental elements which would need to be taken into consideration along the route, such as wetlands identified in the National Wetland Inventory and Bredablick Chapel which is listed on the Washington Heritage Register. The members of the stakeholder committee were asked to help identify any other environmental issues of concern along the route.

ACCIDENT DATA

WSDOT tracks accident data and identifies locations where there are accidents greater in number and severity as compared to similar routes. A High Accident Location, or HAL, is generally less than one-quarter mile long. A High Accident Corridor, or HAC, is generally more than one mile long.

The study segment of SR 3 has two identified HACs, from MP 54.21 to MP 57.70, and from MP 59.21 to MP 60.02. The figures below show the number of crash incidents at each major intersection, and the number of crash incidents per mile in the segments between intersections.

[View accident graphs](#)

Highway congestion is expressed by what is known as Level Of Service, or LOS. LOS is identified by letter, from A to F, with A being the least congested, where cars can travel at faster speeds and not be stuck following others. LOS is a measurement of the travel speed of a vehicle and the percent time it spends following other cars. Right now, the study segment of SR 3 is operating at a level of service of D from Big Valley Road to SR 104, and a level of service of E from Big Valley Road to SR 305. The goal LOS for a rural highway such as SR 3 is C. WSDOT has also studied the turning movements at the major intersections, and found those closest to Poulsbo to be the most congested, with the delay of the traffic trying to turn onto SR 3 being the longest at Thompson Road and Pioneer Hill Road. The current level of service for SR 3, the level of congestion at major intersections and the locations of the high accident corridors are shown on the map below.

[View 2000 Traffic Condition Map](#)

WORKGROUPS

The stakeholder committee members joined one of three work groups to identify things they liked and things they didn't like about SR 3 as it exists now. In summary, although one group noted that there was nothing they liked about the route, the other groups identified the following features that they liked about the route:

- Rural, scenic character
- Left-turn pockets at major intersections
- Good shoulders and pavement
- Intersecting roads signed far enough ahead

- Wider shoulders and no rumble strips good for bicycles
- Few traffic lights
- That it is a two-lane facility

In summary, they disliked:

- Confusing and conflicting traffic movements at intersections, in particular at Big Valley Road, Beaver Ridge Road, Pioneer Way and SR 104
- Existing turn pockets at intersections are not long enough to store traffic waiting to turn, high speeds impede turns
- Lack of park and ride lot
- Conflicts at business and private accesses
- No slow vehicle lanes and no acceleration lane for recreational vehicles at Park Street southbound
- Back-ups and intersection blockages during Hood Canal Bridge openings and no lane for through traffic
- Poor sight distance at Thompson Road, Pioneer Hill Road and Faulkner Road, special concern for emergency vehicles
- High speeds and congestion make pedestrians and bicyclists feel unsafe
- No parallel route bicyclists, or for residents during bridge opening back-ups
- Environmental concerns including fish passage barrier culverts and stormwater treatment
- Northbound merge from 2 lanes to 1 is hazardous due to aggressive drivers

The lists of likes and dislikes that originated in three individual groups were shared with the stakeholder committee as a whole.

NEXT STEPS

The stakeholder group suggested other individuals or organization representatives who might be interested and important to the stakeholder process. They are:

- Land use expert from Kitsap County
- Hilltop service station owner
- Twelve Trees Business Park
- Neilsons Appliance Warehouse
- Utility companies including Sprint Telecommunications and Puget Sound Energy
- Washington State Department of Fish and Wildlife
- Navy – NW Region

Lynn will contact these individuals or representatives of these organizations to invite them to join the study as stakeholders.

The stakeholder committee was reminded of the upcoming public meeting, which will be held on Wednesday, March 24 from 6:00 PM to 8:00 PM at Kitsap Memorial State Park.

The next stakeholder meeting will held Tuesday, April 13, at Kitsap Memorial State Park.